South-East Europe Strategic Alliance for Railway Innovation (SEESARI)
SOUTH-EAST EUROPE

- Strong economic potential as the strategic commercial node between Europe and Asia or/and the Middle East in collaboration with Turkey
- More than 45,000 km of railway network (UIC Statistics)
- 147 million tons of goods (railways) (UIC Statistics)
- 352 million railway passengers (UIC Statistics)
- only 2% of the total freight between Europe and Turkey is carried by rail (The economist 2010)
CHALLENGE 2050

EU TEN – T Corridors

NB: South Eastern Europe – Blank!

Pan European Corridors

Extension of the main EU TEN –T Railway Corridors to SEE
Vision and objectives of SEESARI:
- to be an important player of railway system development in South East Europe
- establish a wide network of interested stakeholders for identifying innovative ideas/solutions/projects for railway and transport development
- bringing new ideas and solutions into reality (concrete projects)
- contribute to advanced railway transport development in South East Europe and wider European railway transport system and contribution to more sustainable transport in Europe

Partnership => supported by International Union of Railways (UIC):
- currently near 60 members from 12 countries (railway transport operators and infrastructure managers, manufacturers and suppliers of technical equipment, financial institutions, research institutions, associations and interest groups connected with (rail) transport, national and regional authorities,..)
The main SEESARI members and stakeholders:

- transport operators
- infrastructure managers
- manufacturers and suppliers of technical equipment
- financial institutions
- research institutions
- associations and interest groups connected with (rail) transport
- national and regional authorities
- other institutions and administrations from a wide range of interested stakeholders

=> work in close collaboration to identify, develop and implement innovative solutions for the Future European Railway System
The SEESARI organization:

- General Assembly
- Steering Committee
- Secretariat

Membership is open:

- Declaration of Establishment
SEESARI – MAIN PRIORITIES

1. High Speed Rail
2. Integration of Passenger Transport
3. Regional Railway Network
4. Railway Rolling Stock
5. Interoperability and Technical Standards
6. Social Component/Human Resources
7. Cooperation in Freight Transport

Sustainability
Energy Efficiency
Digitalization
DEVELOPMENT OF THE HIGH SPEED RAIL NETWORK IN SEE
INTEGRATION OF PASSENGER TRANSPORT (IT, TICKETING)

• Good opportunity to integrate the Ticketing systems and IT solutions in rail passenger transport

MAIN GOALS:
Better competitiveness of rail transport
More passengers
Integrated rail passenger transport
REVITALISATION OF REGIONAL RAILWAY LINES

Why regional lines?
- big potential (infrastructure already exists)
- low density lines
- less developed and neglected areas

Goals?
- Improved signalling and safety devices (ERTMS regional)
- Sustainable transport and logistics services
- Innovative passenger services
- New generation of rail vehicles (intermodality)
- Integrated smart services model for regional railway network
JOINT PROCUREMENT OF RAILWAY ROLLING STOCK

• **Lower prices** – more attractive offers from suppliers. Quite significant for small companies.

• **Administrative cost savings** – The total administrative work for the involved in preparing and carrying out one rather than several tenders can be substantially reduced.

• **Skills and expertise** – pooling of different skills and expertise. Smaller authorities in particular can benefit from the capacities of staff in larger authorities.
INTEROPERABILITY AND UNIFICATION OF TECHNICAL STANDARDS

• **Interoperability in TSIs** – a fundamental component of the future rail system as the transport backbone of Europe.

• Development of a set of harmonised operating processes in the form of *International Rail Standards (IRS)*.

• Interoperability ensures trains cross state and operational borders without delay or operational constraint.
HUMAN RESOURCES (SOCIAL COMPONENT, STAFF REORGANIZATION)

• Positive working conditions and the protection of health and safety of rail workers → high-quality services.

• The availability of a skilled and highly motivated labour force in the sector → efficient and competitive transport services.

• Optimization and reorganization of railway staff → more added value.

• Offering best education and training opportunities for young professionals.
FREIGHT TRANSPORT DEVELOPMENT AND INTERMODALITY

- Rail freight to reduce Europe’s dependence on imported fuels, due to its **high energy efficiency** and major reliance on electric energy.
- Rail freight can support Europe’s competitiveness.
- A demand for removing technical and administrative bottlenecks through achieving a **Single European Railway Area** through **rail infrastructure investments**.
EU TRANSPORT POLICY

TRANSPORT WHITE PAPER - SUMMARY OF RAIL-RELATED GOALS

For Passenger Rail

- Triple the length of the existing highspeed rail network by 2030 so that, by 2050, the majority of medium-distance passenger transport should go by rail and high-speed rail, should outpace the increase in aviation for journeys up to 1000 km
- By 2050, connect all core network airports to the rail network, preferably high-speed
- By 2020, establish the framework for a European multimodal transport information, management, and payment system

For Freight

- 30% of road freight over 300 km should shift to other modes such as rail or waterborne transport by 2030, and more than 50% by 2050
- Rail freight should be almost doubled adding 360 billion tonne km (+87%) compared to 2005
- Deployment of ERTMS on the European Core Network by 2030
- By 2050, connect all seaports to the rail freight system
- Rail freight corridors as the backbone of the EU freight transport system

For Urban Mobility

- Halve the use of ‘conventionally-fuelled’ cars in urban transport by 2030; phase them out in cities by 2050
- Achieve essentially CO2-free city logistics in major urban centres by 2030
- By 2020, establish the framework for a European multimodal transport information, management and payment system

Source: S2R MULTI-ANNUAL ACTION PLAN
SUPPORT BY EC AND INTERNATIONAL ORGANIZATIONS

=> Full support of International Union of Railways
   - Special Taskforce for the SEESARI
   - Technical support, promotion, …

=> Support of CER

=> Support of EU Commissioner for transport
   Ms. Violeta Bulc
AGREEMENT SEESARI – SHIFT2RAIL

- Signed in September 2018 at InnoTrans
- Long term cooperation
- Presence of the EU Commissionner for Mobility and Transport
- Focus of the agreement: the exchange of information on current and planned activities and research and innovation programs; the exchange of experience and good practices in the framework of the transformation of the rail system, with a particular focus on digitization and interoperability; the involvement of the SEESARI initiative in the S2R SU Working Groups.
SUPPORT BY EC AND INTERNATIONAL ORGANIZATIONS

Some SEESARI project proposals:

- Development of the High Speed Rail South East Europe
- Rail and track diagnostics based maintenance and standardization (initiated by: Hungarian Railways)
- Education centre for young professionals and railway staff and re-organization of human resources (initiated by: Serbian Railways),
- ReVitaRail – Harmonization of regional railway lines and services (initiated by: Slovenian Railways)
- Integrated cross border E-ticketing (initiated by: Croatian Railways)
Thank you for your attention.

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